

II 1. Narrative Description of Plan Elements

During much of the planning process, participants focused on specific topic areas—such as transportation, economic vitality, social services, and open space—in order to study the issues related to a single system. Similarly, the plan's implementation recommendations are organized with the same topics in order to facilitate review and action by City departments, which are structured along similar lines (e.g., Department of Construction and Land Use, Department of Parks and Recreation, etc.). However, to understand how the various recommendations are integrated to bring about desired changes in the community, it is *necessary* to consider actions from **all** the various categories as a whole. Therefore, this section describes the way individual recommendations combine to effect the community's vision.

For clarity, the description is structured into various areas within the community. The section will describe the important aspects of each area, starting with the southwest corner of the urban center and proceeding north and east, much as if one were leading a walking tour and describing current conditions, proposed actions, and intended results in each area.

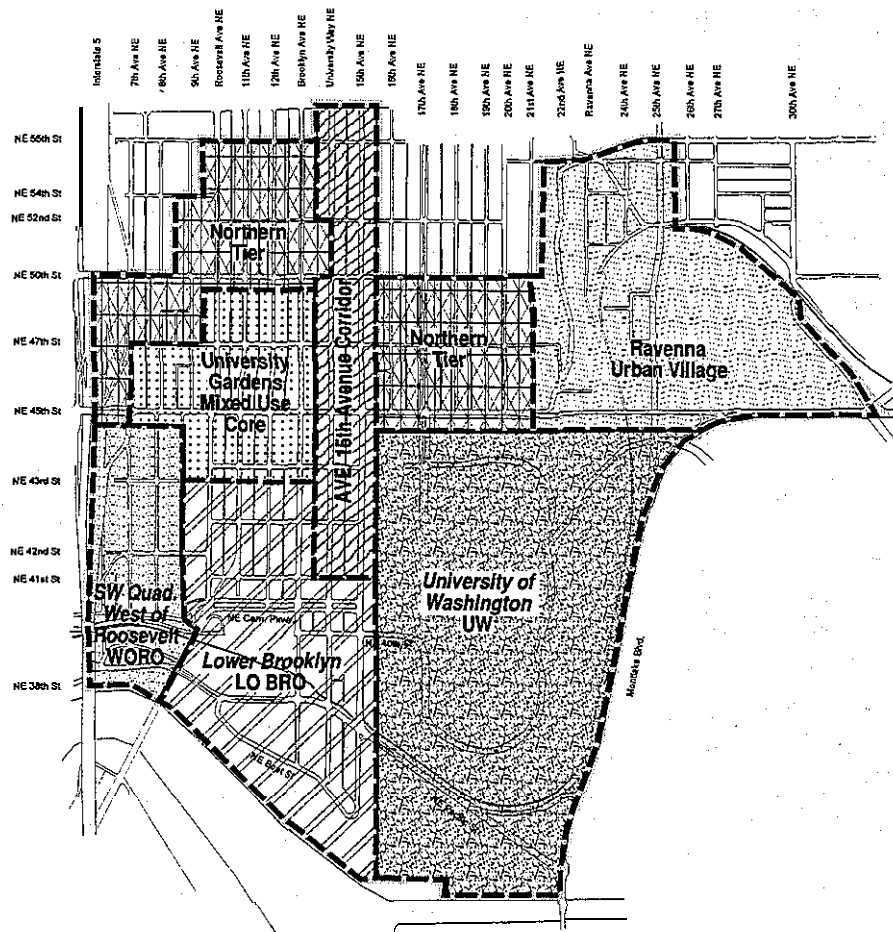


Figure ///- 1: Planning Areas Described in Chapter ///

A. Southwest Quadrant

The Southwest Quadrant, lying south of NE 45th Street between I-5 and Roosevelt Avenue NE, was nicknamed “WORO” by planning participants because it is somewhat **separated from** the rest of the University Community by the Roosevelt commercial corridor and the University Bridge. The area consists of low-rise apartments and single-family homes to the **Burke-Gilman Trail**, with older industrial uses being replaced by newer office and light industrial uses to the south. The vision for this **quadrant** is that both **areas** become more attractive and better connected to surrounding services and amenities. Rather than a major shift in land use pattern, the plan envisions a continuation of existing trends, with **additional** capital improvements to upgrade the **physical** setting.

During the last few decades, many new apartments have been built in the residential area. **While** these apartments have added more residents to the community, many of the buildings’ stark designs, blocky massing, and front yard driveways have often **clashed** with the architectural character of the existing houses and, detracted from the quality of the **residential streetscapes**. (“**Streetscape**” is a term meaning the visual quality of a street as determined by elements such as the buildings, landscaping, street trees, pavements, and other features.) Bus **traffic** through the neighborhood has impacted living conditions. Also, many of the planting strips and sidewalks are in **disrepair**, and **local** residents do not have **pleasant**, comfortable paths to nearby amenities and businesses. Therefore, recommendations focus on small-scale street and sidewalk improvements (*Activity D-25*). Street trees will go a long way toward improving **streetscapes**, reducing the visual impact of busses, and screening new buildings. New development is required to upgrade sidewalks, planting strips, and street trees. New street trees can be added through a neighborhood self-help **program**. The plan recommends upgrading NE 42nd and 43rd Streets **from** the freeway to the campus to provide much needed east-west connections (*Activities B-6, B-7, and D-8*) and a “gateway” feature on Roosevelt Avenue NE welcoming those traveling eastward on NE 42nd Street.

The residential neighborhood does not have a significant park or open space. The plan recommends the acquisition of an additional P-patch in the Southwest Quadrant (*Activity D-15*), but the most significant open space provisions can be made by improving access to nearby amenities, such as the Lake Union shoreline, **Burke-Gilman Trail**, UW campus, and Gasworks Park. While significant improvements have been made to the **Burke-Gilman Trail** area, there are still several small connections **and** improvements that should be made. Better lighting, crosswalks, and a stairway at NE 8th Street, for example, would increase safety (*Activity D-23*).

South of the **Burke-Gilman Trail**, many of the old industrial shops and storage yards are being replaced by newer **office** and commercial uses. **While** industrial lands, particularly waterfront industrial sites, are an important city resource, if they are to **transition**, the new development should upgrade the **infrastructure as well**. The streets and sidewalks of this area should be upgraded as the area redevelops (*Activity D-27*).

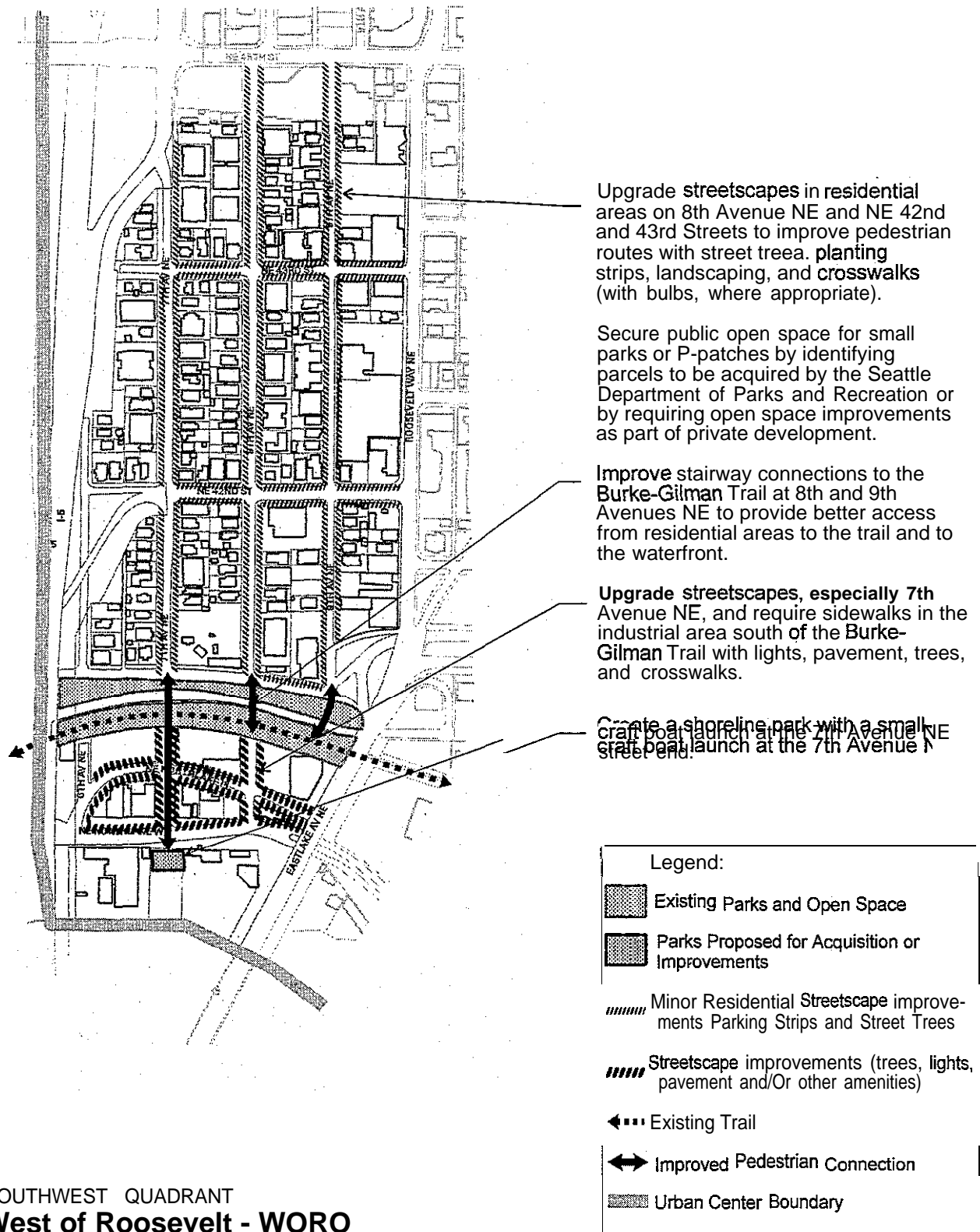


Figure III-2: Map of the Southwest Quadrant

Streetscapes along Northlake Avenue and Northlake Way might complement the character of NE Pacific Street east of the bridge. A U W student-initiated survey found better sidewalks in this area a high priority among local citizens.



Figure III-3: Before and After Views of Streetscapes on 8th Avenue NE

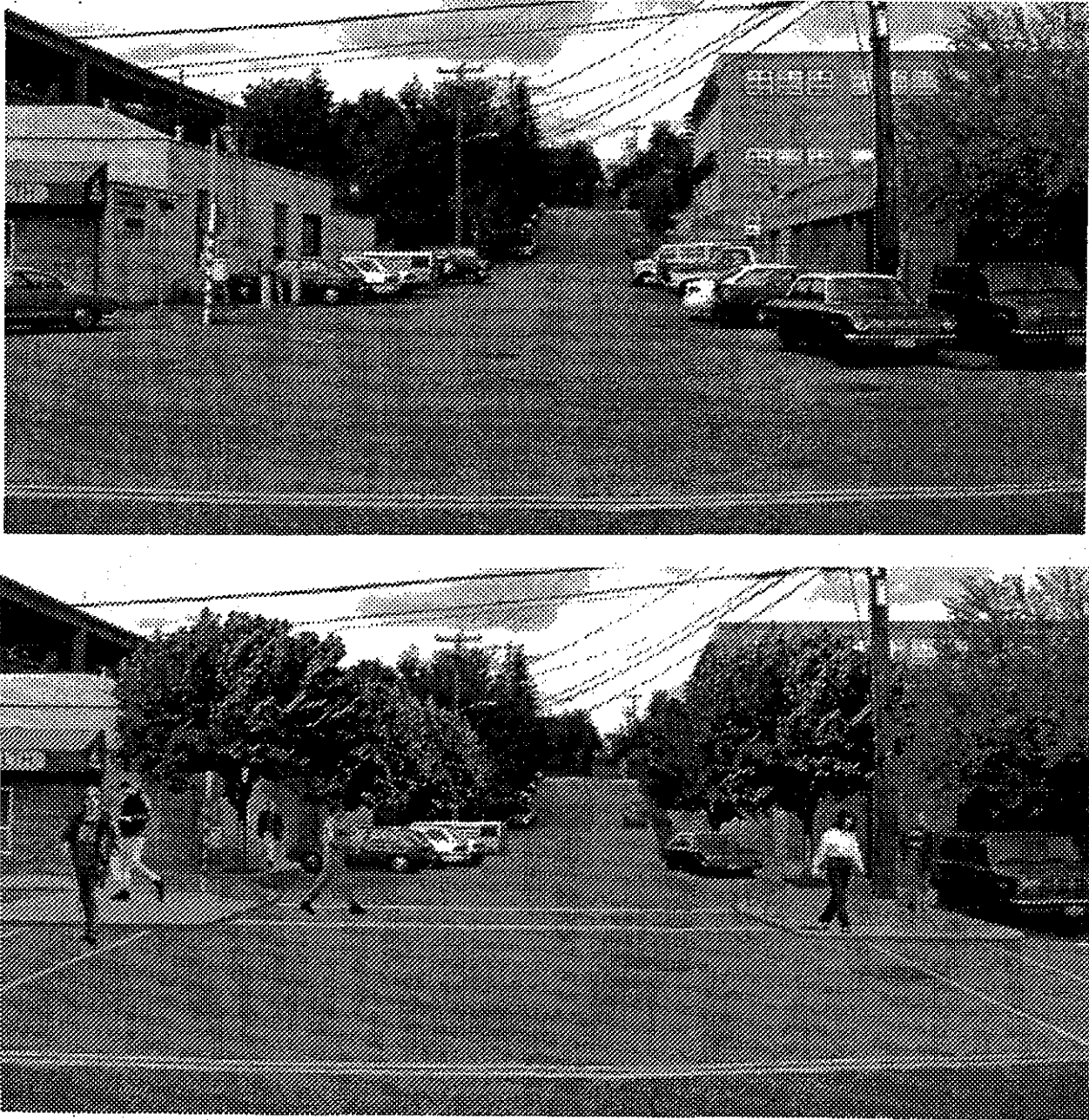


Figure ///-4: Before and After Illustrations of 7th Avenue NE Street Improvements

Seventh Avenue NE in particular provides an important north-south connection, and sidewalks and street trees should be added. The end of 7th Avenue NE has unimproved shoreline access with splendid views of the waterway. This plan recommends that the street end be improved with a **small plaza**, ecological shoreline restoration, and perhaps a kayak ramp (*Activity D-7*). This improvement will provide very convenient shoreline access for local residents and workers, complement other shoreline parks, and clean up an unsightly area at the same time.

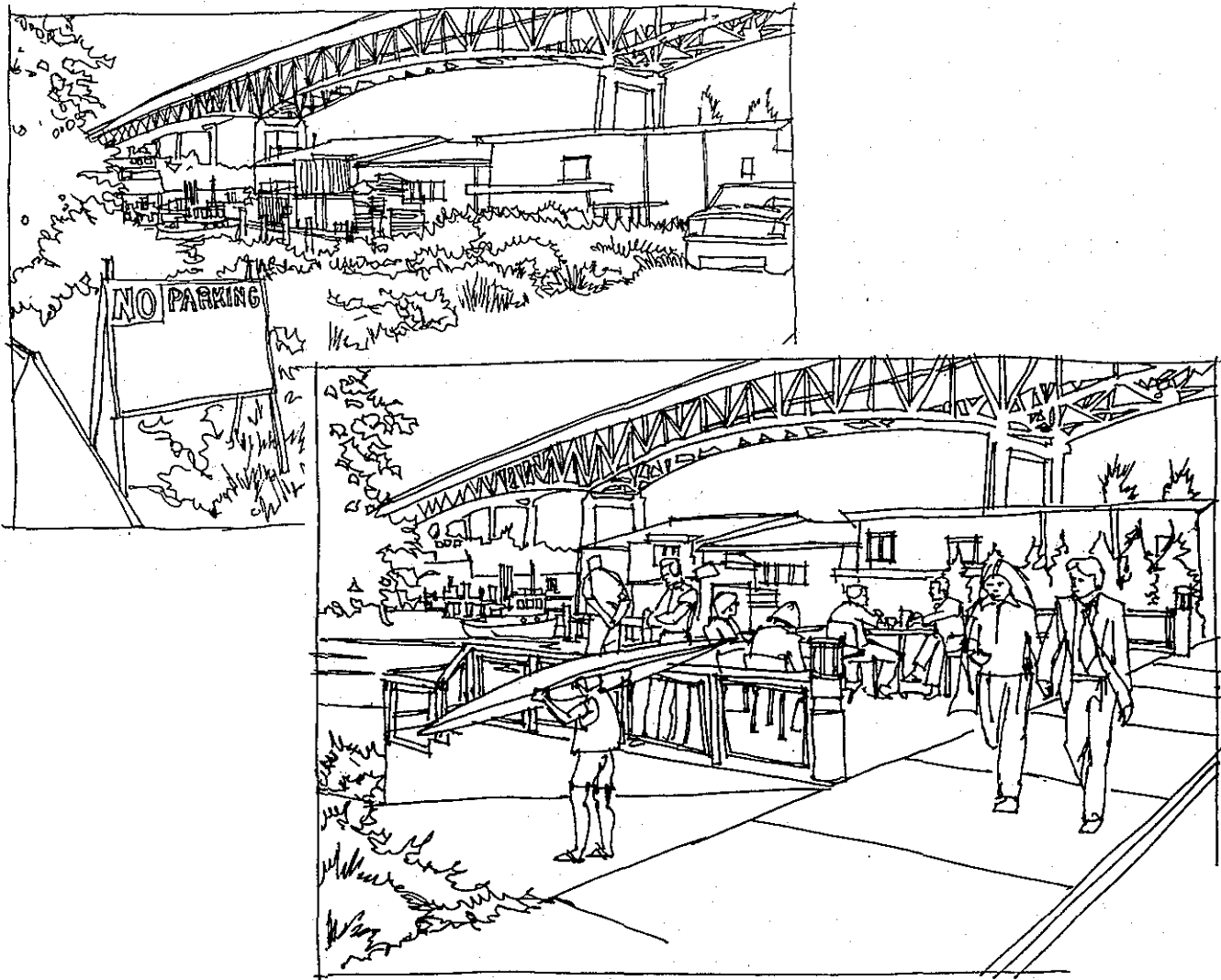


Figure III-5: Proposed 7th Avenue Street End

B. Lower Brooklyn

The Lower Brooklyn area is roughly bounded by Roosevelt Avenue NE, NE 43rd Street, University Way NE, and Portage and consists of an established low- to mid-rise multifamily neighborhood north of NE 41st Street, the Lower Roosevelt/11th Avenue NE corridor, and the University of Washington Southwest Campus to the south. The area was nicknamed Lower Brooklyn, or “LO-BRO,” by the Planning Committee because Brooklyn Avenue NE emerged as a critical north-south link connecting the Southwest Campus area to the residential neighborhood and the commercial districts to the north. The vision for Lower Brooklyn is to **intensify** and **solidify** the residential neighborhood’s character, to provide a better transition between the campus and adjacent activities, to integrate proposed transit improvements, and to improve gateways and connections around the periphery.

Create a community gateway with open space, landscaping, and a sign or landmark element. Focus attention on unimproved right-of-way.

Upgrade streetscapes on NE 42nd and 43rd Streets and The Ave to improve pedestrian routes with street trees, crosswalks (with bulbs, where appropriate) and pedestrian lighting.

Work with the UW on relating the campus edge to the surrounding neighborhood.

Upzone residential areas from L-3 (3 stories) to MR (5 -6 stories) to increase high-quality mid-rise multifamily housing aimed at providing a stable neighborhood population.

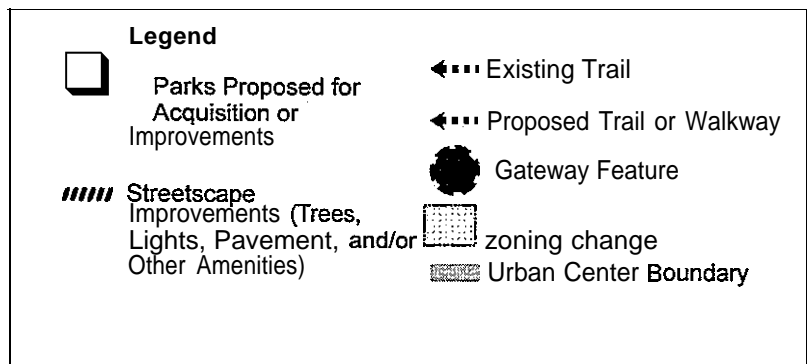
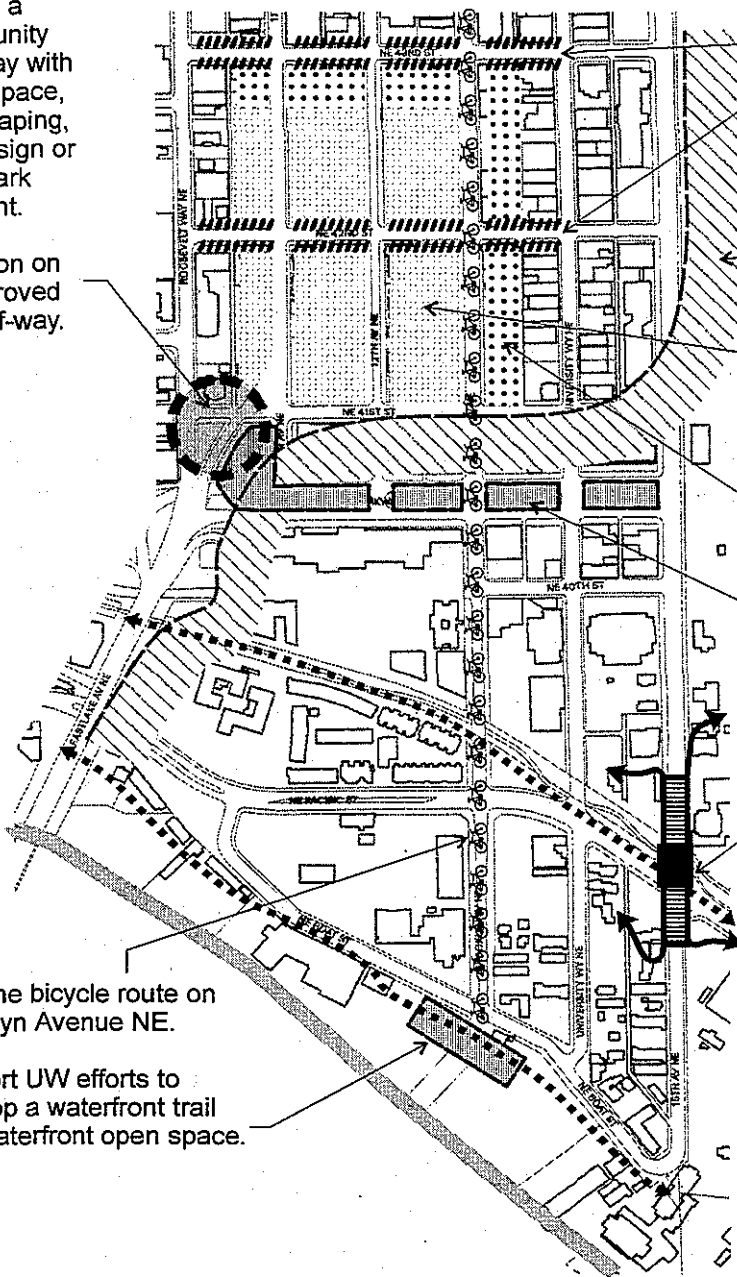
Increase allowable height from 40' to 65'.

Study ways to create usable open space on Campus Parkway.

Plan for an RTA light rail station servicing the UW South Campus, UW Medical Facilities, and Husky Stadium, and connecting to the Burke-Gilman Trail and other transit modes,

Sign the bicycle route on Brooklyn Avenue NE.

Support UW efforts to develop a waterfront trail and waterfront open space.



SOUTH QUADRANT NEIGHBORHOOD Lower Brooklyn - LOBRO

Figure III-6: Map of Lower Brooklyn

The residential area currently includes a pleasant mix of low- to mid-rise apartments with a few single-family homes. The land slopes gently to the south, providing excellent views of the waterway. Proximity to the university and transit also makes it an ideal location for high-quality multifamily residences. The area is currently zoned L-3, which allows buildings up to three stories, although many of the existing buildings are taller. The plan recommends raising the zoning to MR and allowing building heights up to 60 feet. This would significantly raise the allowable density, providing the potential for more residences within working distance to the university and the RTA station (*Activity A-3*). The planning team's analysis indicated that this upzone would encourage high-quality development appealing to professionals and retirees, drawn to the area's amenities and convenience. In addition, current design guidelines and/or standards should be augmented to ensure that new development is a positive addition to the neighborhood. The design guidelines will reinforce current requirements that parking be hidden, that design character be in keeping with the surroundings, and that required open space be useful and/or visible to the public (*Activity A-14*).

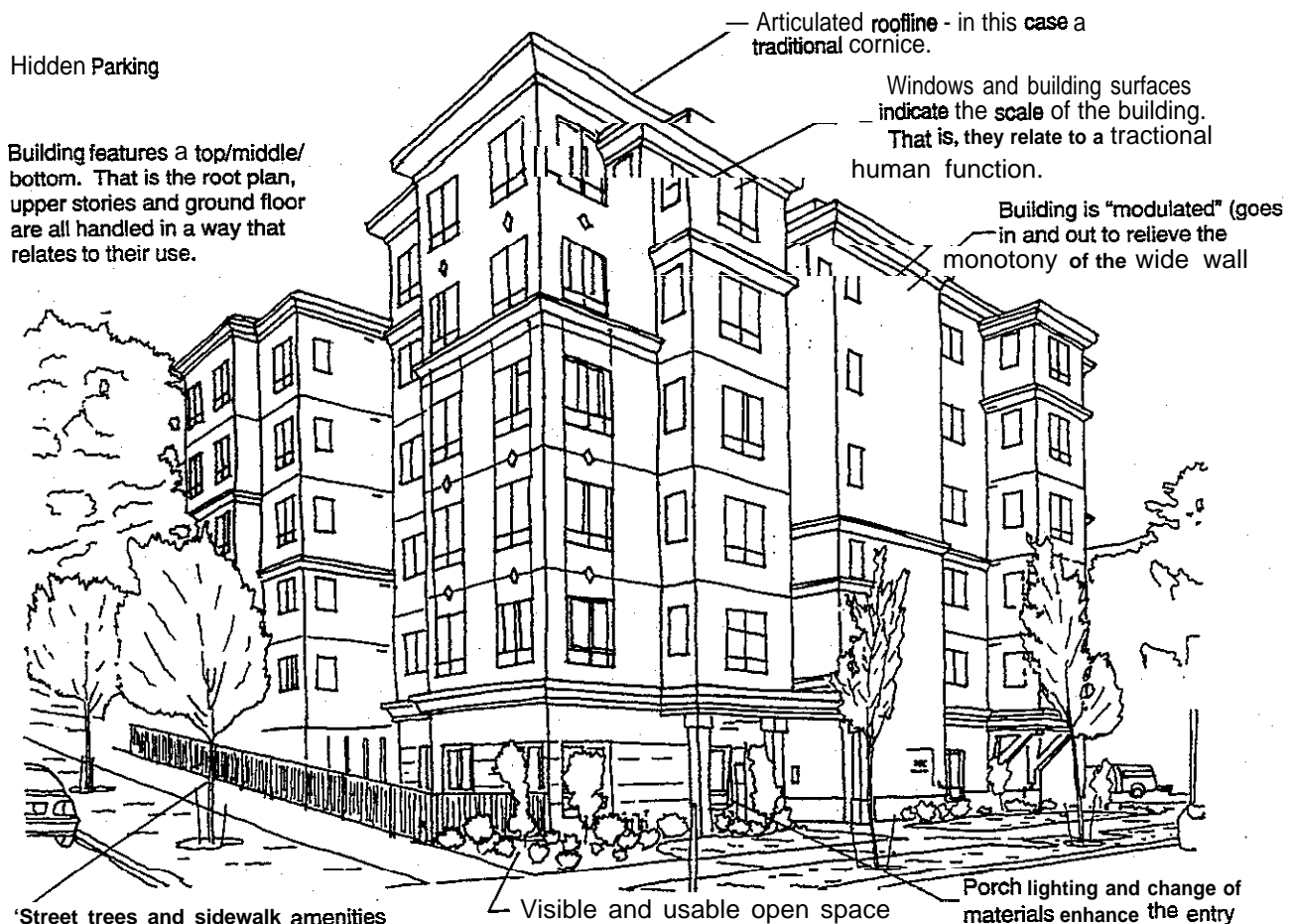


Figure III-7: Example of the Type of Development Described for the MR Area

The Southwest Campus area will be reviewed in the University of Washington campus master plan update, which will be started in 1998. This plan recommends that representatives of the community work with the University planners to address many of the issues affecting the community (H-3). The area roughly between NE 40th and NE 41st Streets provides a transition between university and residential uses and currently includes several underdeveloped parcels. It is recommended that the redevelopment of these parcels be **directed** in that plan in a way that benefits both the university **and** the community (D-33). For **example**, campus support uses and parking might be accomplished through partnerships with local developers and provide joint-use parking and open space that also serve neighboring residents. In terms of design quality, the 1995 University of Washington "charrette" design study on campus/community connections, "Where Town Meets Gown," noted that the UW campus character emphasizes **buildings** set in a green landscape, while the rest of the community's character is much more urban, with bits of greenery **embellishing** a **largely built-up** cityscape. One of the study's recommendations was that this **transition** area between the two might feature **buildings** set around **courtyards** or other building/open space **configurations** that bridge the campus and community design characters.

The Lower Roosevelt/11th Avenue NE corridor features a couple of substantive new developments **but** also includes a number of redevelopment lots. It is anticipated that office and commercial uses will develop here, responding to the excellent access and general land use trends along Eastlake Avenue just south of the bridge.

Capital improvements are also an important aspect of the community's vision for Lower Brooklyn. One highly visible project that could effect a big change in the community's image is to improve the Roosevelt/11th Avenue NE corridor at NE 41st Street. Better landscaping, a sign or art piece, **and** perhaps closure of the half block 11th Avenue NE spur would vastly improve this important community entrance point, increase **pedestrian** safety, and upgrade the redevelopment potential of neighboring properties. The two **University-owned** blocks just east of 11th Avenue NE could then be configured to provide useful site access.

Streetscape improvements are also warranted, particularly for a signed bikeway and landscaping on Brooklyn Avenue NE (*Activity D-26*) and improved sidewalk amenities on NE 42 **and** 43rd Streets (*Activity D-8*).

Campus Parkway is currently an underused resource and should be improved. There are two groups of design options, depending on whether or not the street is realigned to better service transit or other circulation. If the street is not to be **reconfigured**, then new street lights, street poles, trees, landscaping, and other amenities—such as large-scale sculpture—should be added. If the street can be reconfigured between Brooklyn and 15th Avenue NE to provide better east-west vehicle circulation, then this plan recommends relocating the open space to one side of the street (rather than **as a median** between travel lanes) so that the space is more

usable end adjacent to other activities. In either event, the community and the University, as well as applicable City and transit agency departments; should be involved in the design of Campus Parkway. Exploring optional designs would most logically occur during the campus master plan if the issue is not addressed in the upcoming RTA/Metro planning.

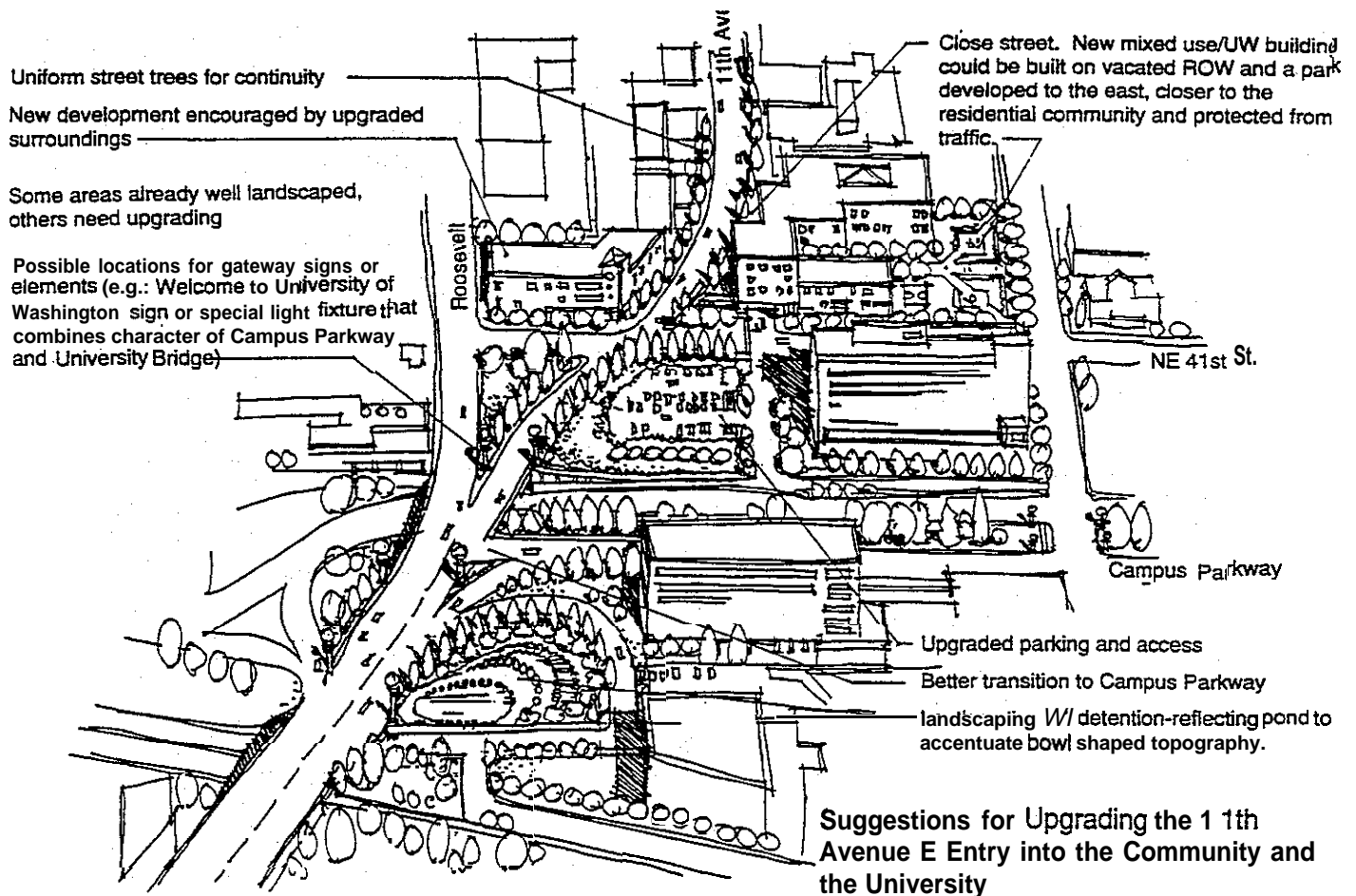


Figure III-8: Example of improvements Recommended for the 11th Avenue NE Gateway

The University of Washington is undertaking *some* campus improvements which this plan endorses. The **first** is a continuous esplanade -ng **along** the campus's shoreline. The second is the provision of public open space as part of new development. This plan encourages both of these efforts (*Activities D-9 and D-13*) and applauds the expansion and enhancement of Sakuma Perk at the end of Brooklyn Avenue NE would be a desirable shoreline feature serving both the campus and the community.

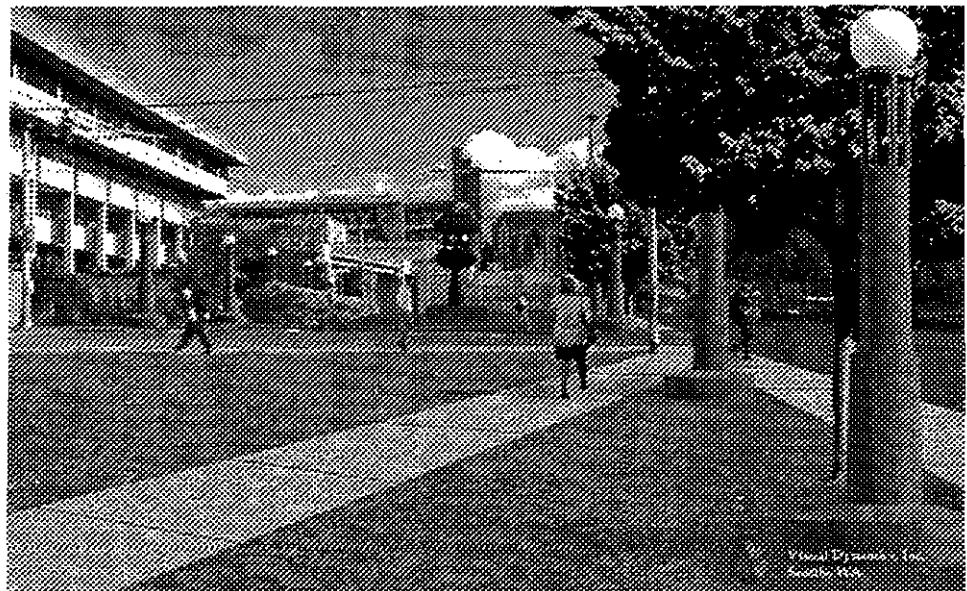
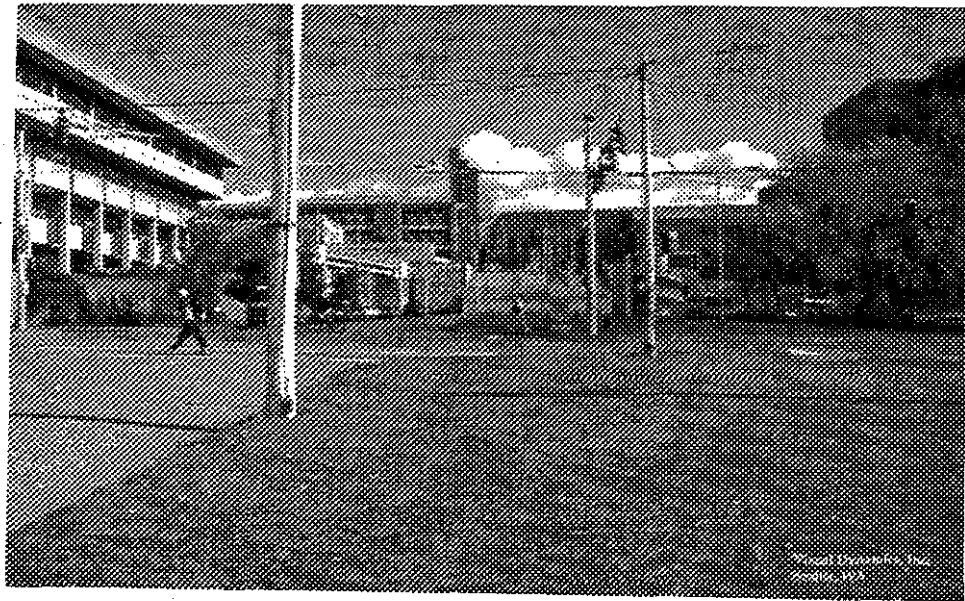


Figure III-9: Two Options for Upgrading Campus Parkway

C. Northern Tier

The Northern Tier includes all the residentially zoned areas north of NE 45th Street from 20th Avenue NE to 15th Avenue NE, all the residentially zoned properties north of NE 50th Street from University way to I-5, and properties fronting the south side of NE 50th Street. In essence, the area extends over all the northwest residential neighborhoods and the 50th Street corridor. However, the recommendations for this area are intimately linked to those of the University Core and The Ave/15th Avenue NE corridor and should be considered as a whole.

The community's vision for the Northern Tier emphasizes neighborhood concerns. Since this is one area in the urban center that appears appropriate for **family-oriented** housing, a top priority is protecting and stabilizing the existing residential neighborhoods and providing residences with yards that will appeal to families with children. Also, the NE 50th Street corridor provides an excellent opportunity to build on existing resources to create an integrated complex of community facilities and services supporting both existing neighborhoods and projected new development.

Looking first at recommendations to stabilize the residential areas, the plan proposes some rezones and regulatory measures to maintain the **smaller** scale and ground-related character of existing housing: a downzone from L-2 to L-1 in the area roughly between 11th Avenue NE, NE 55th Street, Brooklyn NE, and NE 52nd Street (*Activity A-1*). A major objective of this proposal is to remove the disincentive to maintain the existing housing stock. Currently, an absentee landlord can rent out a single-family house to a number of individuals and realize a handsome income. Since the house can be later redeveloped into apartments, there is often no incentive to maintain the current structure. Thus, it appears that the current L-2 zoning designation **discourages** family-oriented housing or home ownership. A downzone to L-1, for example, reduces the number of units that can be put on a 8,000-square foot parcel (two 50'x100' lots) from eight to six and, more importantly, requires 300 square feet of private open space per unit at ground level. A feasibility **analysis** of this area indicates that townhouse development encouraged by the L-1 zone would result in a selling price of about \$275,000 to **\$300,000**, which is out of the target population's affordability range. However, the analysis suggests that the **rehab** of an existing house and construction of a rental unit over a garage, for example, would result in a net house payment within the projected family affordability range. The result of this analysis is that the rezone will discourage the "bleeding" and **eventual** redevelopment of existing **housing** stock and encourage individual home rehabilitation. The above rezone should be carefully monitored to determine if it achieves the desired outcome.

Rezone residential areas south of NE 55th Street from L-2 to L-1 to retain ground-related housing. Encourage detached DADUs (detached accessory dwelling units, such as studio apartments above garages) and “combo conversions” (multiple units in a single structure) on a controlled basis.

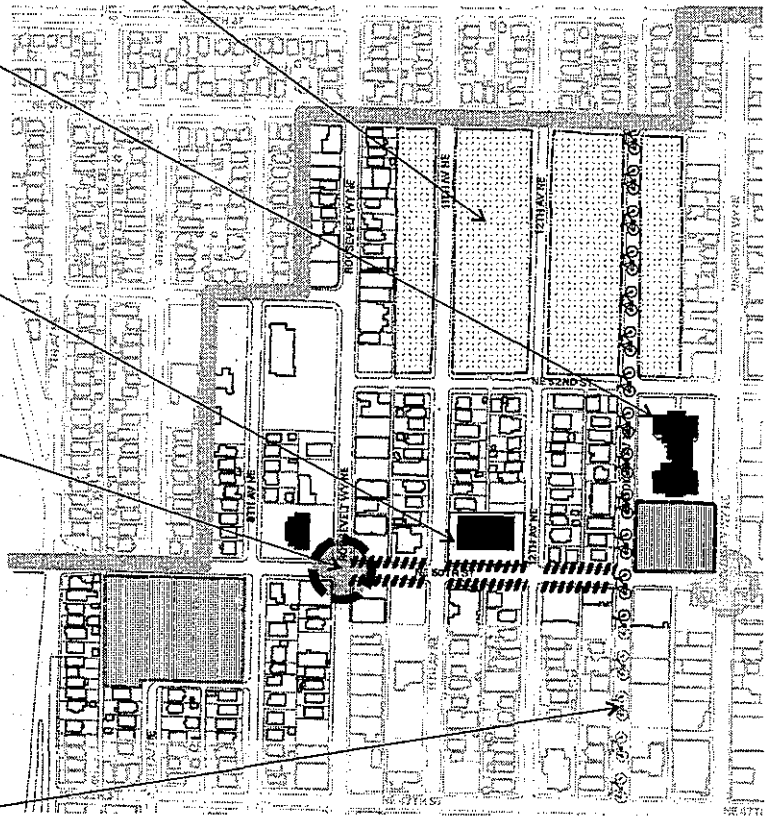
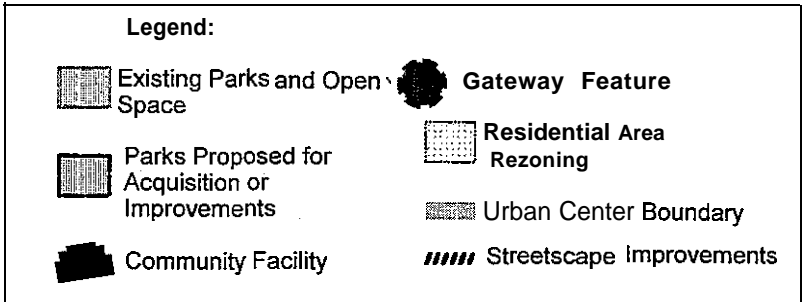
Secure University Heights as a community center focusing on community-based and educational activities. Support historic preservation of the building. Improve open space on the south part of the University Heights site, incorporating Farmers' Market needs.

Support YMCA expansion. Partner with the Seattle Department of Parks and Recreation to fulfill community recreational facility needs.

Create community gateways with improved crosswalks, landscaping, and signs or landmark elements on NE 50th Street at Roosevelt Way NE and at The Ave.

Coordinate and support community service and recreational activities along NE 50th Street by developing joint-use parking and improving pedestrian connections.

Sign bicycle route on Brooklyn Avenue NE.



NW QUADRANT RESIDENTIAL NEIGHBORHOODS AND NE 50TH ST
Northern Tier - West

Figure ///- 10: Map of the Northern Tier (Western Portion)



Figure III- 11: Solid Single-Family Housing Stock in the Northern Tier is an Important and Relatively Affordable Housing Resource.

To encourage retention of existing single-family residences, the plan recommends encouraging detached auxiliary dwelling units (“DADUs”—apartments over garages). Design guidelines should be developed to ensure that backyard open space and neighbor privacy are maintained (A-15).

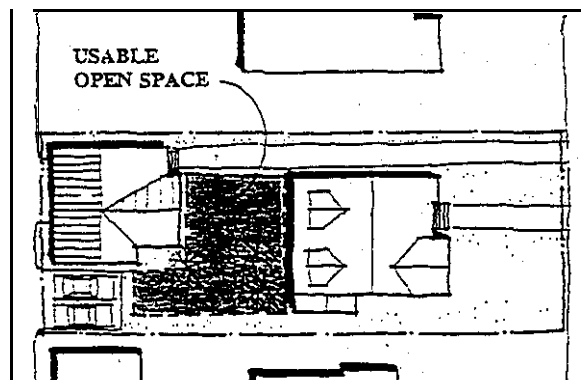
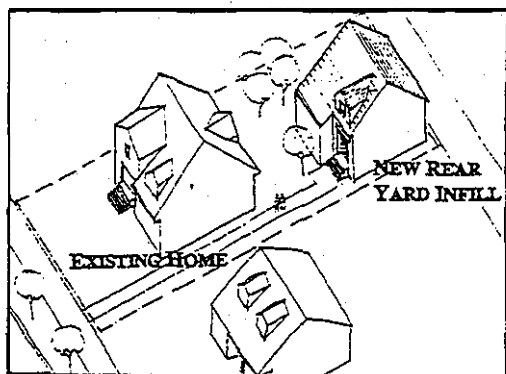


Figure III- 12: Detached Auxiliary Dwelling Units (DADUs) Area Way a Family Could Obtain Additional Income to Support Mortgage Payments and Also Provide Rental Units.

The area between 16th Avenue NE, 21st Avenue NE, NE 47th Street, and NE 50th Street is currently zoned L-3 but consists mostly of single-family structures divided into multiple units or used as boarding houses. L-3 zoning allows 70-foot-wide buildings, which are not consistent with the current neighborhood character. Design guidelines are recommended for this area to retain some of the neighborhood's attractive qualities. (See A-13.)

Residential neighborhoods in the Northern Tier are often inundated with on-street parking from nearby commercial activities. Local neighborhoods can be protected from some of these impacts through designation of Residential Parking Zones (RPZs). The plan recommends event parking controls on football game days for RPZS #6 and #10 (*Activity B-22*).

Code enforcement of parking, safety, and nuisance ordinances is particularly important in these residential neighborhoods, which are asked to bear the impacts from nearby commercial activities and a highly transient population base.

Successful neighborhoods require a full spectrum of personal and community services. The corridor along NE 50th Street includes the existing facilities and development opportunities to provide a connected and coordinated complex of community services. Starting from the University Playfield on the west, community facilities along or near NE 50th Street include the University Branch Public Library at Roosevelt Avenue NE, neighborhood theaters, shops and churches, the tire station, the YMCA, The City Neighborhood Service Center, and the "University Heights Center on The Ave. The plan calls for these existing facilities to be expanded and augmented to fill the current gaps in the system and to provide for the projected growth. Participants working on the social services element of the plan developed a strategy emphasizing a network of services provided at different facilities rather than a single, comprehensive "center." This approach better builds on existing resources and programs.

The University Heights Center is the most critical element in the maintenance and expansion of a solid residential neighborhood. It is essential to secure ownership or at least a long-term lease of the University Heights Center in order to rehabilitate the building in accordance with program needs and historic preservation guidelines, and improve the grounds to accommodate a variety of community activities, including the Saturday Market (*Activities D-1 and D-2*). The center is currently owned by the Seattle Public Schools District and leased on a short-term basis to the University Heights Center Association. The short term of the lease does not allow the Association to undertake building improvements necessary to maintain the structure and respond to programmatic needs. The District has recently turned down the Association's proposal to achieve status as a "community center," which would allow a longer lease. Community participants in the urban center planning process gave top priority to taking control of the property and improving the facility as a community center. The University Heights Center Association is currently

negotiating a long-term lease with the School District. Ultimately, the City should fund the acquisition of the University Heights Center in order to guarantee that the facility remains in productive public use and that the community has a focus. (See D-1.)

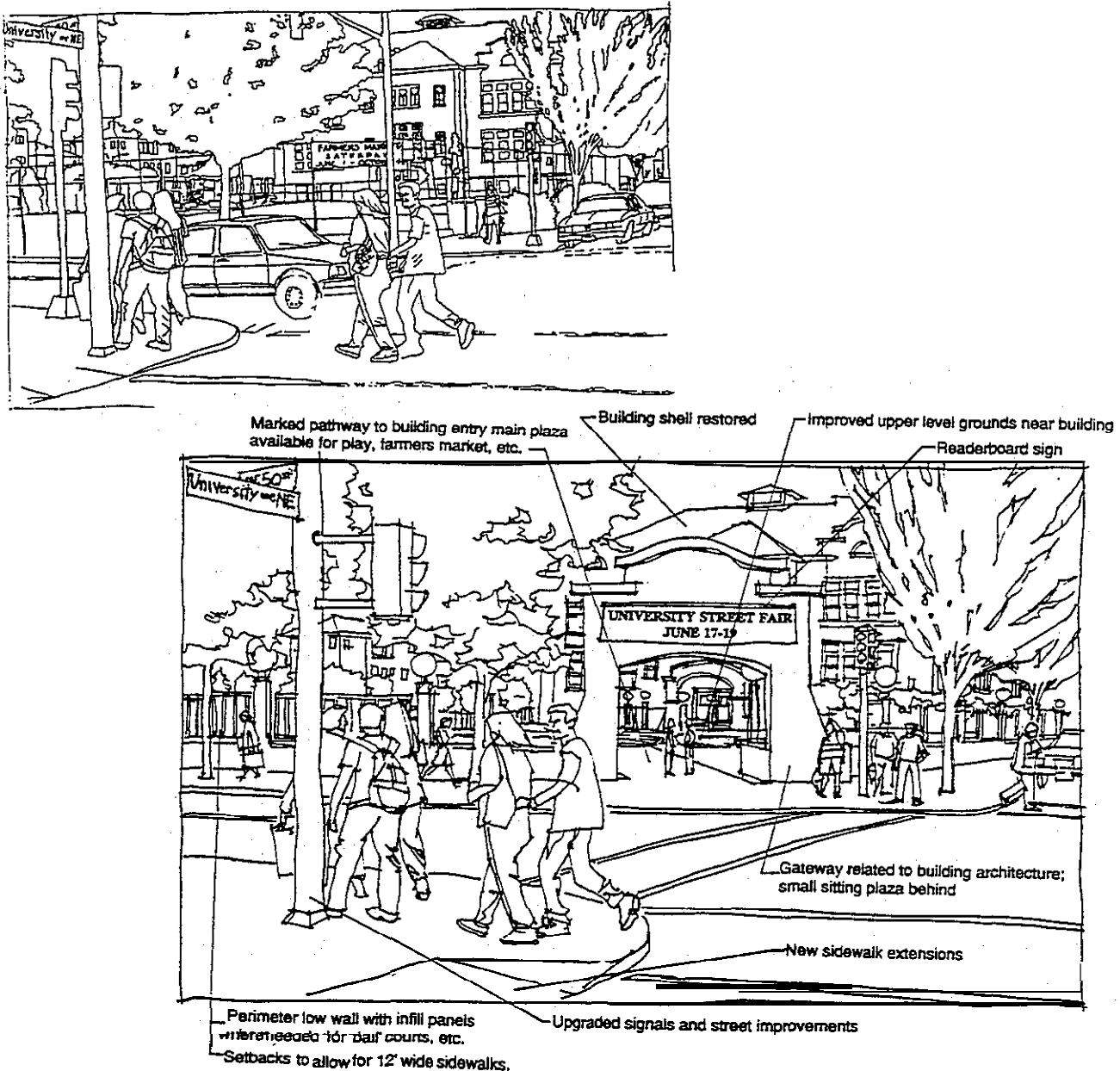


Figure III- 13: University Heights Center – Improvements to Grounds and Gateways Are Part of the Recommended Activities

The fraternity and sorority houses south of NE 50th Street are an important architectural resource and should be protected. The community and the City should explore the possibility of historic district status with the property owners.

The service network concept also requires that the YMCA, public library, University Heights Center, City Neighborhood Service Center, Parks Department, and other service providers coordinate their plans to determine which organization provides which service and to explore service provision partnerships. Each of the existing service organizations along the NE 50th Street corridor fulfills several functions, which, by their very nature, are interconnected. The YMCA, University Heights Center, Partnership for Youth, and the library are all evaluating current programs and/or planning future changes, making this is an ideal time for the organizations to inordinate **plans** and missions to avoid duplication **and** increase effectiveness.

All of these considerations point to better integrated pnrtnerships, which make a variety of options possible. For example, if the University Heights Center continues its emphasis on education and community-oriented fonctions, it may make sense for the YMCA to focus on active recreation in planning its expansion, providing what could be, in effect, a much needed indoor recreation center for the community (A-2). Because such services are also the responsibility of Seattle Perks Department, it seems logical that that department **should** participate in **this** coordinated effort, perhaps by helping to acquire the University Heights Center from the School District. Since all of these facilities require parking and have limited land available, a useful coordinated effort may be the construction of a joint-use parking garage serving all the participating facilities.

Extending this concept a little further, since the School District has closed the University Heights Elementary School, the area's children must be bussed to other parts of the city, and there is no local resource center for **after-school** learning or tutoring. It maybe **valuable**, cost-effective, **and** equitable for the School District to establish a "resource center" where students could wait for the school bus in the morning and that would be available as a resource center—with computer facilities and a tutor-in the afternoons. Such a center might be a room in the University Heights Center or be associated with the library.

While the social service delivery system extends throughout the urban center, the Northern Tier is a good section in which to discuss it, since many of the **opportunities coalesce around** the NE 5 0th Street corridor. As indicated above, recommendations to improve social service provision emphasize **building** on existing efforts and serving **all** segments of the community, including seniors, families, and at-risk youth. Within that framework, three recommendations stand out **as** necessary to **fill** gaps in the current network. The first is an outreach, information, **and** referral center that could **direct** people to the services they need (*Activity F-1*). This facility, which could be housed in the University Heights Center or the City's Neighborhood Service Center, is necessary because different services are located throughout the community and those most in need often do not have the resources to search out the various services.

The second identified need is a youth learning center to house the “Working Zone” employment project, educational services, and a youth Shelter (Activity *F-2*). This could be housed in a small, two- to three-story building near The Ave, perhaps with some of the educational services located in the University Heights Center.

A third need is for a state-licensed shelter where six to ten youth at a time could stay for up to three weeks rather than just overnight (Activity *F-3*). *This* would allow the time needed for effective counseling and the opportunity to reunite the youth with their families. Currently there is an overnight shelter run by local churches, but it is unclear how long ~~the~~ churches can continue this service, which was originated to meet a crisis. Moreover, the limitations of the church-sponsored effort point the need for a more comprehensive, pro active shelter program.

To link the facilities along the NE 50th Street corridor, ~~upgraded~~ sidewalks are needed. The Planning Committee explored the opportunity of narrowing NE 50th Street from four to three lanes in order to widen the sidewalks. However, heavy ~~traffic~~ volumes and short block lengths make that option appear to be unfeasible. A better ~~pedestrian~~ improvement approach seems to be to require new development to be setback the distance necessary to allow a 12-foot-wide sidewalk and to focus on improving the crosswalks at Roosevelt and The Ave with curb extensions and gateway features, such as signs, large banners, special landscaping, or artwork. Guidelines should be established to ensure that new development along NE 50th Street is oriented to the pedestrian, either through pedestrian-oriented uses or through pedestrian amenities such as weather protection and landscaping. Parking lot screening, pedestrian access, security, and other concerns will also be addressed in the design review process.

Finally, the community must be served with necessary educational resources. Since the closure of the University Heights Elementary School, the community has been devoid of public school resources. Community members must take action to ensure that ~~local~~ students’ needs are met. In the long term, the University District might be an ideal location for an “all-city” school, drawing students from throughout the city. A partnership with the UW School of Education might be useful.

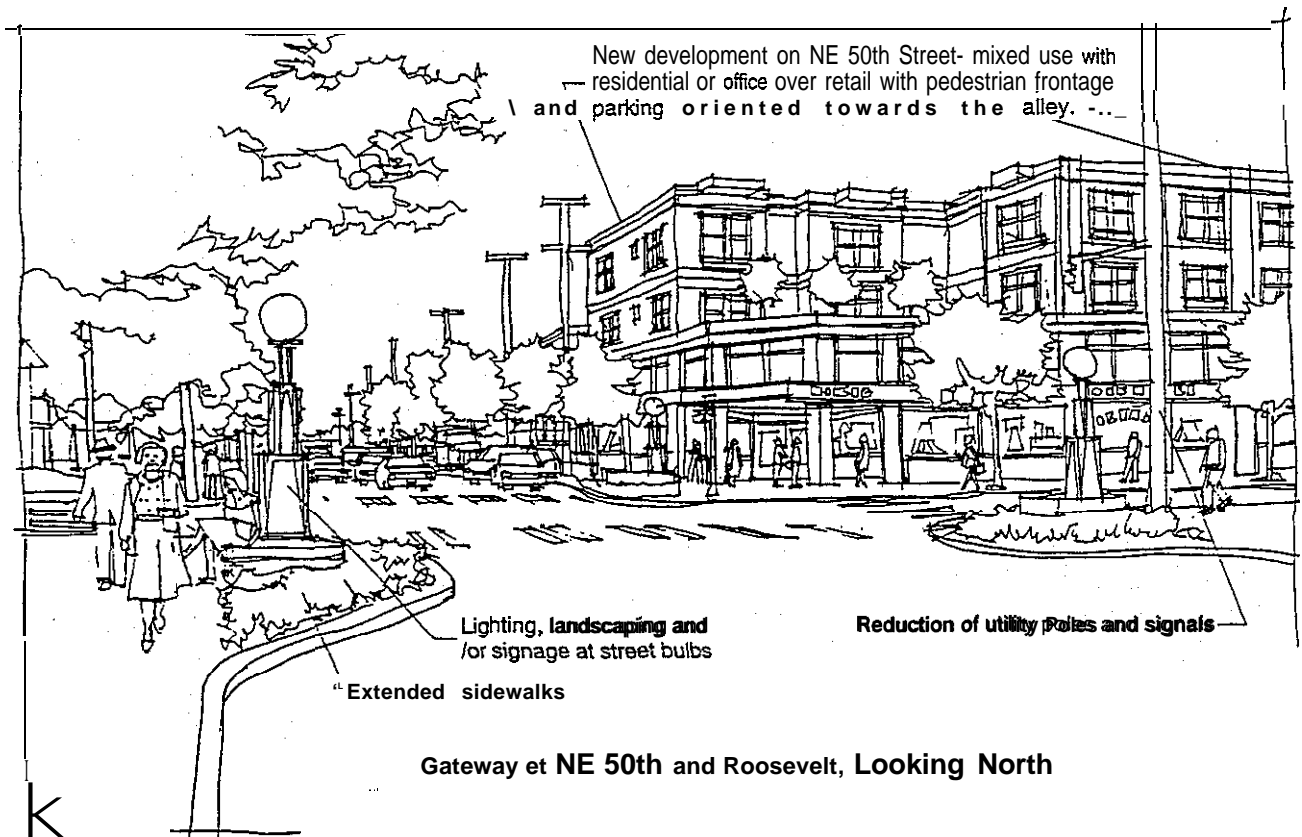
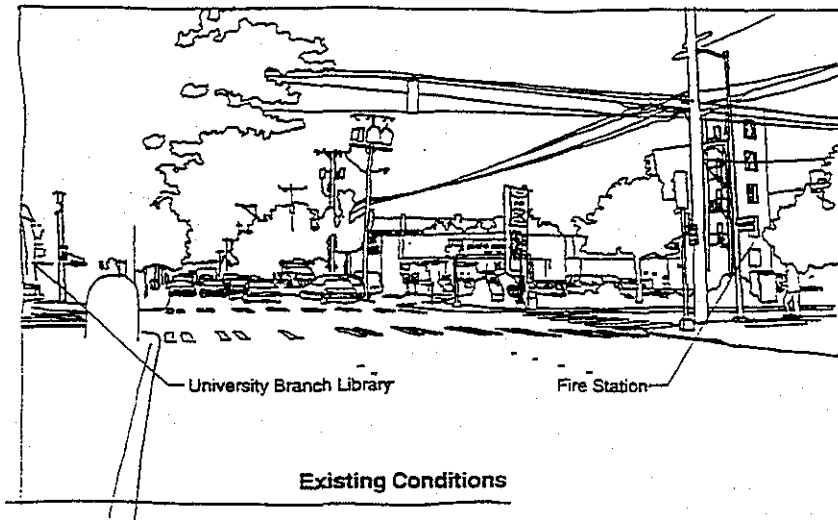


Figure III-14: Example of a Gateway Feature at Roosevelt Avenue NE and NE 50th Street

D. University Gardens Mixed-Use Core

This area, extending from Brooklyn Avenue NE to I-5 and from NE 50th Street to NE 43rd Street, encompasses the core of the urban center's western commercial district. Today, the area consists mostly of parking lots, automobile dealerships, and a variety of commercial uses sprinkled with a few apartments and old residences. While there are several landmark businesses, such as the Menny Hotel and Safeco Insurance Co., much of the land has minimal improvements and may be available for future development. Participants in the planning process recognized that the "University Gardens Core"—so named because the early plat descriptions refer to the "University Gardens" District—represents the best opportunity to accommodate new residential and commercial growth in a positive manner.

The vision for the University Gardens Core is its redevelopment into a more intense pedestrian-oriented, mixed-use complex, with amenities, open space, and transit accessibility supporting a wide variety of compatible activities. The plan envisions this area as an ideal location for new knowledge-based business centers that might branch off from university research and as a likely setting for university off-campus activities. The University Gardens Core is also seen as a strong multifamily residential neighborhood, with pleasant streets, open spaces, and amenities.

To accomplish this goal, the plan recommends a coordinated set of actions to encourage property owners to develop compact and high-quality facilities. Raising the height limit from 40 feet to 65 feet in the area just south of NE 45th Street between I-5 and Roosevelt Avenue NE is recommended to encourage a taller mixed-use or office building in that key location (*Activity A-6*). Single-story "big-bulk" stores are discouraged because of their land use inefficiency and dependence on automobile access. Another land use recommendation involves allowing single-use residential buildings on noncommercial-oriented streets (see *Figure III-15*). The current requirement for ground floor commercial uses is a disincentive to residential development in this area. In return for this incentive, design guidelines will be strengthened to ensure a good pedestrian environment and encourage pedestrian-oriented open space (*Activity A-14*).

Providing open space in this area is critical to the community's vision. While the University Gardens Core should receive highest priority for publicly acquired property through a bond levy or other comprehensive funding package, planning participants recognized that the community must take action to secure small parks, gardens, and plazas through an integrated strategy involving accumulation of small grants and donations, combined with development requirements and incentives (*Activities D-31 and D-32*). (See *Section IV D, Implementation Strategy*.) Street improvements are also critical, and all-new development is required to upgrade sidewalks and street trees. Mid-block east-west pedestrian pass-throughs are recommended to improve access. NE 47th Street, in particular, is a key east-west pedestrian and bicycle connection and is given high priority as a capital improvement project (*Activities B-8 and D-6*).

Increase the height limit of the NC-3 commercial area south of NE 45th Street between 9th Avenue NE and I-5 from 40 feet to 65 feet.

Secure public open space in University Gardens for small parks or P-patches by identifying parcels to be acquired by the Seattle Department of Parks and Recreation or by requiring open space improvements as part of private development.

Upgrade streetscapes on NE 47th Street and on north-south avenues to improve pedestrian routes with street trees, crosswalks (with bulbs, where appropriate) and pedestrian lighting.

Modify the NC-3 requirements in non-commercial areas to not require ground-floor commercial uses, with options to provide open space, pedestrian amenities, or pedestrian-oriented facades in lieu of ground-floor commercial uses.

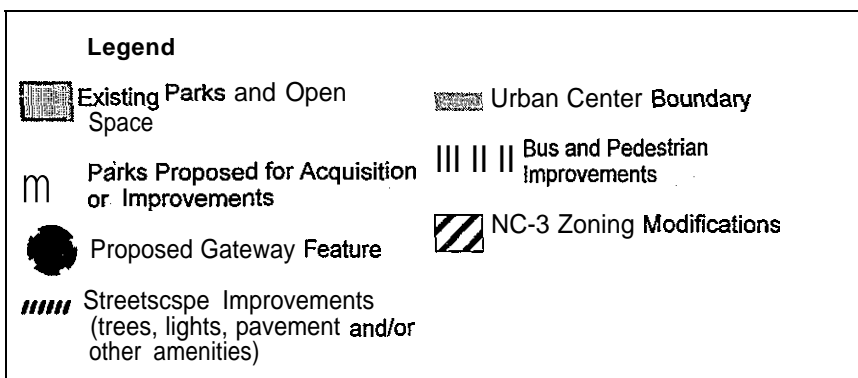
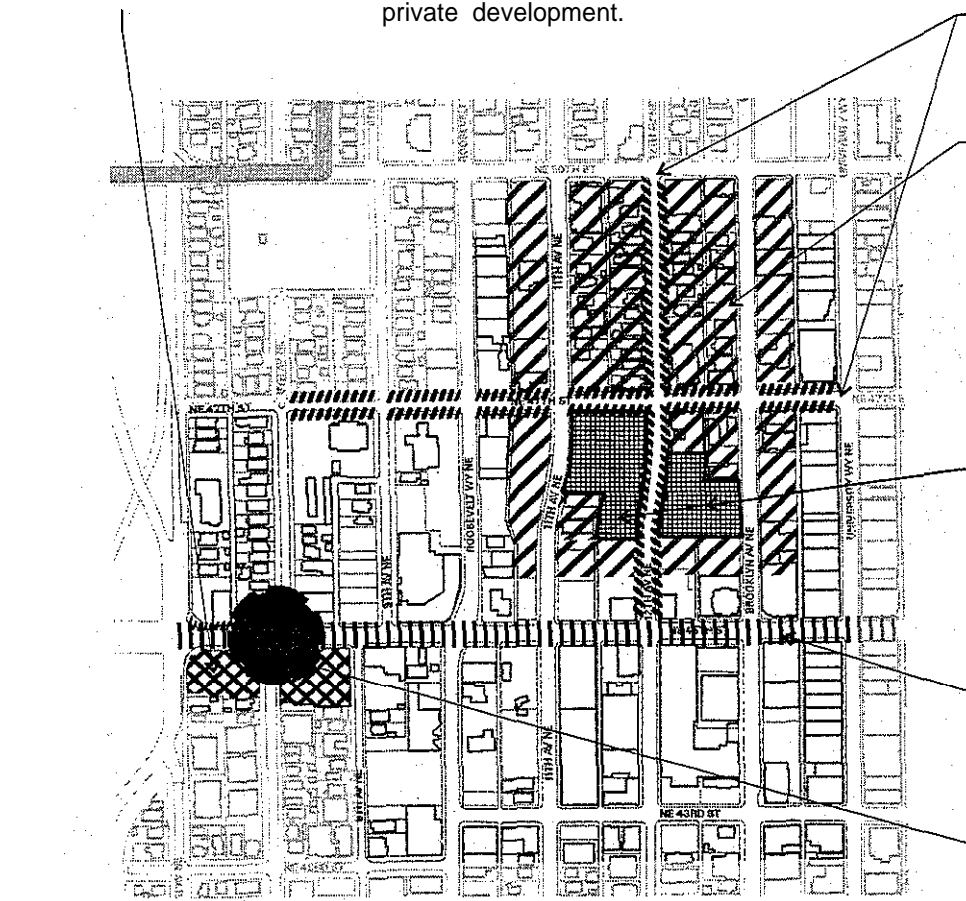
Work with Metro to explore developing a Metro bus layover/parking garage/ mixed-use development on 12th Avenue NE between NE 47th Street and NE 45th Street.

Upgrade NE 45th Street to better balance bus, pedestrian, and vehicle circulation.

Create a community gateway with improved crosswalks, landscaping, and a sign or landmark element at NE 45th Street and 8th Avenue NE.

Form a Community Development Corporation to work with local property owners, private developers, and potential tenants (such as UW and knowledge-based start-up firms) to develop a masterplanned commercial/institutional/residential campus featuring coordinated building groupings, open space, and boulevard streets.

Encourage development of joint-use parking garages,



MIXED-USE CORE University Gardens

Figure III- 15: University Gardens Mixed-Use Core Map

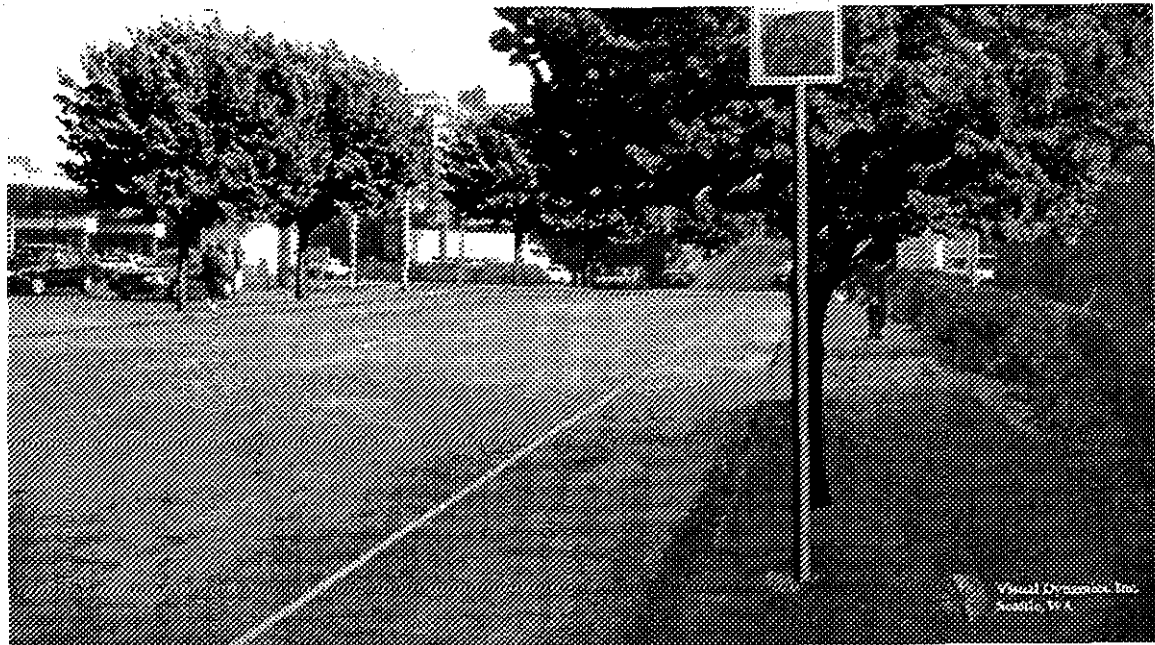
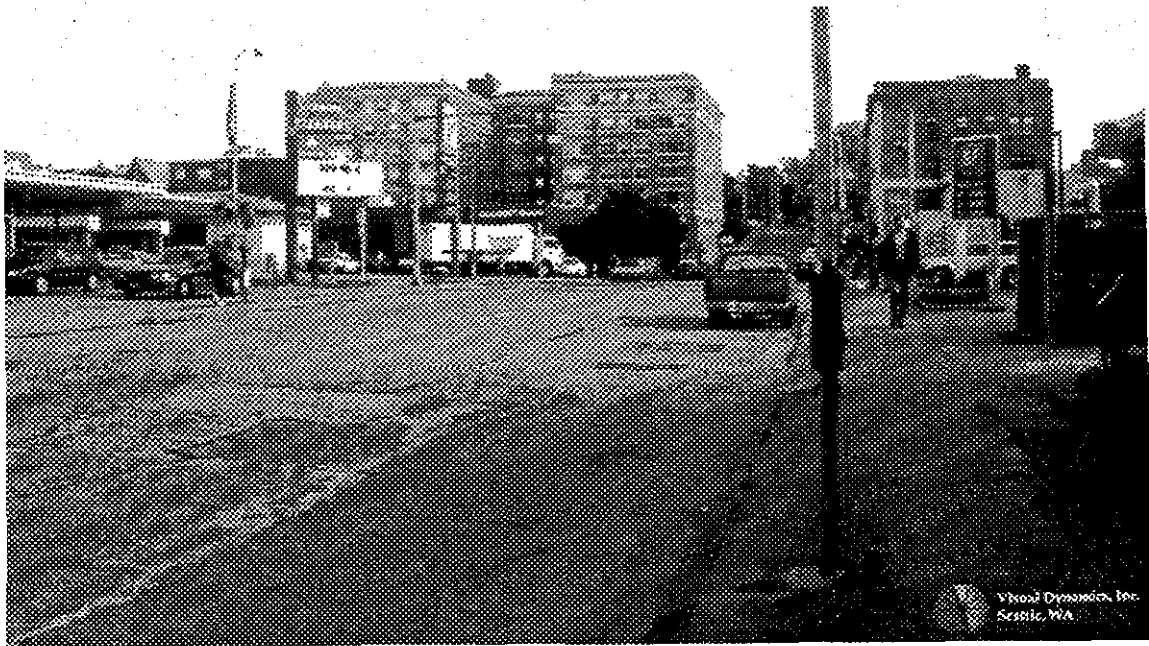


Figure 111-16: NE 47th Street Streetscape Before and After

Even though the University Gardens Core will be well serviced by public transit, an adequate parking supply will be necessary. Moreover, much of the projected new development will likely occur on existing lots. For this reason, new joint-use parking garages and structured parking within new development are encouraged as part of the

plan (*Activities A-8 and B-21*). However, new parking should not be built to serve RTA riders, and the City should take action to ensure that commuters do not inundate parking areas. A parking garage feasibility analysis indicated that structured parking is a **viable option** in parts of the urban center, and the plan recommends some refined design guidelines to reduce their impact on neighboring uses.

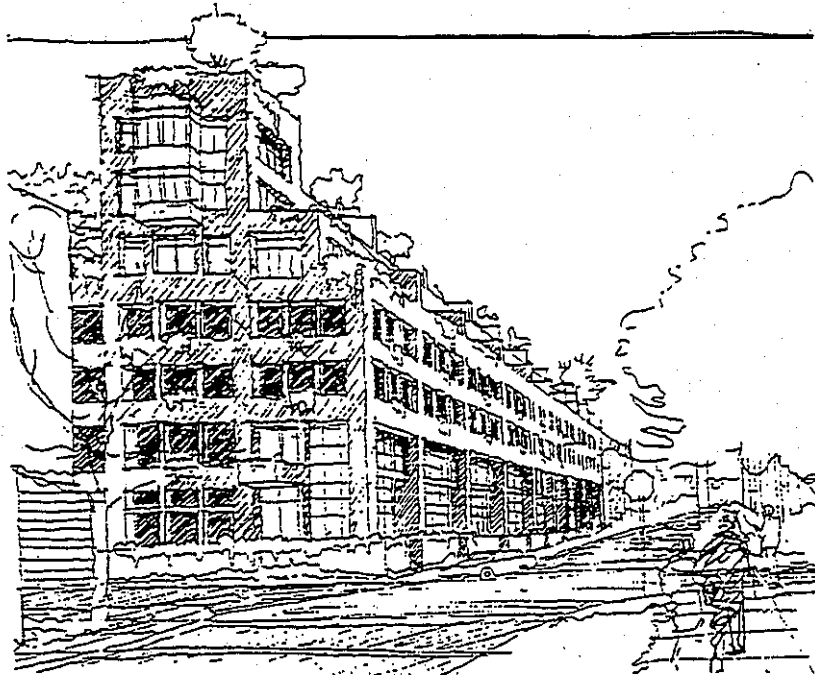
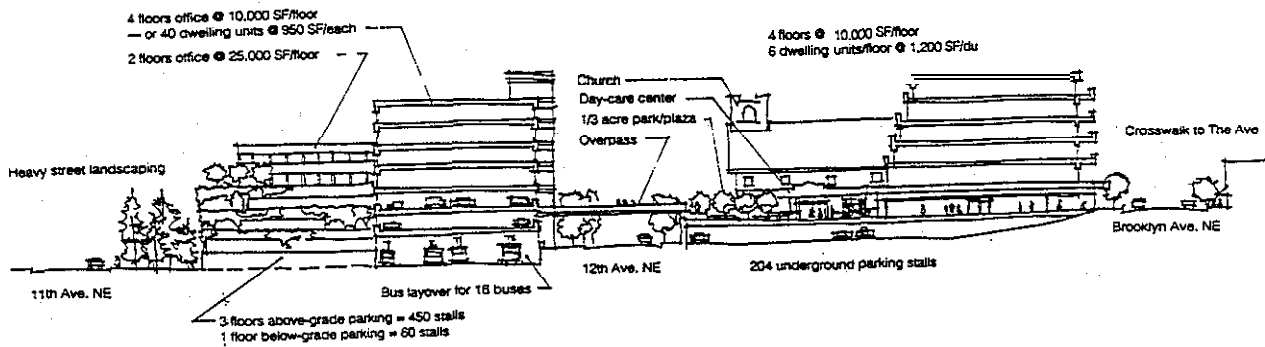


Figure III-17: Parking Structure Design Proposed as Part of U W Design Charrette

As an example of the type of development envisioned in the University Gardens Core, the planning *team* undertook a design study of a mixed-use development on a site bounded by 11th and 12th Avenues NE just south of NE 47th Street. The example project includes an underground bus layover station, structured parking, residential units, and commercial space appropriate for start-up knowledge-based businesses. The illustration also shows how the UDPA lot east of 12th Avenue NE could be redeveloped to provide an equivalent amount of parking *plus* residential or office space and a park serving local residents and the Baptist Church's day care center.

As noted in the Implementation Strategy section of Chapter II, the chances for achieving the community's vision in this area increase with the amount of community and City participation. The benefits of cooperative development partnerships are strong enough to merit consideration of a master plan executed through a development authority, community development corporation, or urban renewal.



Site Plan

0' 50' 100' North

2th Ave. "Bus Layover/ Parking/Mixed-Use Concept Feasibility Study

University Community Urban Center Plan
UCUCA/Metro/UDPA/MAKERS

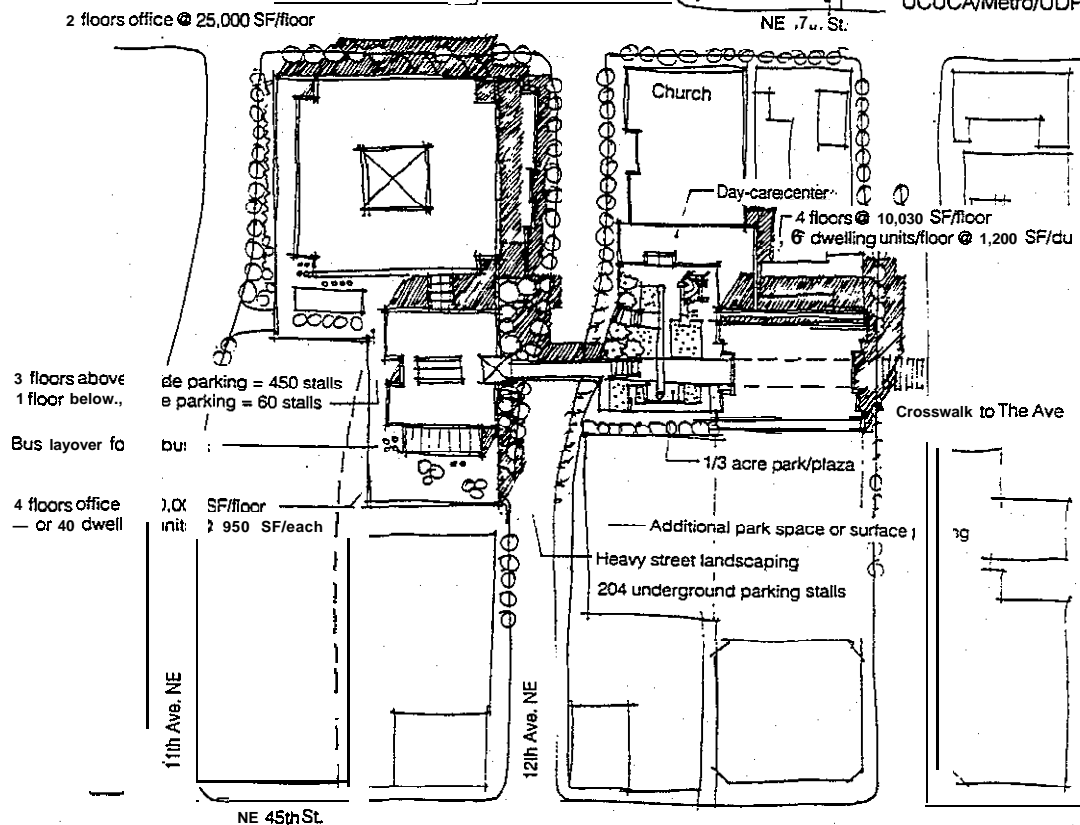


Figure III- 18: Illustration of the Mixed-Use Concept